

studying the pertinent language in S. 249, General Counsel has concluded that the proposed legislation provides for a similar level of discretion with respect to procedures to be used for various grant awards under the RHYA. Therefore, since the proposed legislation does not require the Secretary to change in any way her current procedures for awarding RHYA grants, it will not require the Secretary to commingle the current separate and discrete RHYA funding opportunities so as to adversely affect the eligibility of small States to receive RHYA funding above the minimum grant allotment of the RHYA Basic Center grant program.

I hope this information is helpful to you as you proceed with final consideration of S. 249. The Department deeply appreciates all your efforts to reauthorize the Runaway and Homeless Youth Act.

Sincerely,

RICHARD J. TARPLIN,
Assistant Secretary for Legislation.

AN EFFORT TO RAISE THE CAFE STANDARDS

Mr. ABRAHAM. Mr. President, I rise today to talk about an issue of critical importance to the families in my State. Throughout Michigan, men and women are working hard every day to produce the cars that make our economy and our Nation move. They and their families depend on the jobs produced by our automobile manufacturing industry, just as the rest of us can depend on the cars they produce.

But those jobs in Michigan's economy are jeopardized by efforts to increase the standards for Corporate Average Fuel Economy, or CAFE. I have come to the floor today because I want to make certain that my colleagues are aware of the extremely serious impact of increased CAFE standards, not just on Michigan but on every State in the Union. I also point out that these punitive measures will be ineffective and fly in the face of ongoing efforts on the part of our automakers to increase fuel economy, efforts that promise to produce fruit in the very near future.

The Federal Government currently mandates that auto manufacturers mandate a fuel economy of 27.5 miles per gallon for cars and 20.7 miles per gallon for sports utility vehicles and light trucks.

Since 1995, Congress has wisely refused to allow the Federal bureaucracy to unilaterally increase these standards. We have recognized that it is our duty as legislators to make policy in this important area of economic and environmental concern.

Now, however, I understand that a number of colleagues are calling for an end to this congressional authority. They are calling on the administration to unilaterally increase CAFE requirements for sports utility vehicles and light trucks to 27.5 miles per gallon.

This action is misguided. It will hurt the working families of Michigan. It will undermine American competitiveness. I want to put the Senate on no-

tice that I will use every legislative means at my disposal to see that it does not happen.

CAFE requirements costs jobs with few tangible positive affects. It really is that simple.

Let me explain what I mean.

To meet increased CAFE requirements, SUVs and light trucks would have to be dramatically reengineered. Auto makers would be forced to implement and design radically new engine and autobody changes. Such changes would be enormously challenging, and would be reflected in decreased power and carrying capacity, coupled with an increase in price. The result would be a less desirable automobile. It would spell the doom of the line vehicles which are largely responsible for the resurgence and continued success of American automobile industry.

Of course, this is precisely the goal of CAFE advocates: reduced public demand and consumption of this line of vehicle, but it is an unwise course.

A government engineered campaign to steer the public away from the sport utility market, one which the U.S. producers dominate, will also be of enormous benefit to overseas competitors.

The fact is, the U.S. dominates the light truck market because sky-high gasoline prices in countries such as Japan have forced foreign auto makers to make smaller, lighter cars.

This matters because CAFE requirements are averaged over a producers entire fleet of vehicles. Since the Japanese auto producers produce relatively few light truck models, these producers will have to make no changes in vehicle capacity or production in order to meet U.S. CAFE requirements.

Thus, foreign producers would avoid the cost and challenge of modifying their fleet fuel economy averages. And that means the government, not the market, will have placed an uneven burden on American workers.

Consumers also suffer when their choices are narrowed. And auto makers and their employees suffer when they are forced to make cars the public simply does not want.

In a statement before the Consumer Subcommittee of the Senate Commerce Committee, Dr. Marina Whitman of General Motors notes that in 1982: "we were forced to close two assembly plants which had been fully converted to produce our new, highly fuel-efficient compact and mid-size cars. The cost of these conversions was \$130 million, but the plants were closed because demand for those cars did not develop during a period of sharply declining gasoline prices."

This story could be repeated for every major American automaker, Mr. President. And the effects on our overall economy have been devastating.

During this time of economic prosperity, it is easy for some people to forget the massive dislocation of workers

which occurred during the 1970's and 1980's.

But we should keep in mind, not only the thousands of jobs in the auto manufacturing industry that were lost during this period, but also the massive impact this downturn in a key industry had on our economy as a whole.

The story of plant closings were devastating for domestic automakers back in the 1970s and 1980s.

It is unfortunately the case, sometimes when we are in a period of economic prosperity, as we are now, it is easy to forget the massive dislocation of workers which did occur back at that time.

We should keep in mind not only the thousands of jobs in the auto manufacturing industry that were lost during that period, but also the massive impact that downturn in a key industry had on our economy.

The American auto industry accounts for one in seven U.S. jobs. Steel, transportation, electronics, literally dozens of industries employing thousands upon thousands of Americans depend on the health of our auto industry.

If we do again to our auto industry what was done to it during the 1970's and 1980's, we will quickly see our current prosperity turn to an era of significant unemployment, in my judgment.

Mr. President, the last thing our economy and our people need is a repeat of those hard times.

Our automakers simply cannot afford to pay the fines imposed on them if they fail to reach CAFE standards, or to build cars that Americans will not buy. In either case the real victims are American workers and consumers.

Nor should we forget, Mr. President, that American automakers are investing almost \$1 billion every year in research to develop more fuel efficient vehicles.

Indeed, we do not need to turn to the punitive, disruptive methods of CAFE standards to increase fuel economy for American vehicles. Especially since domestic manufacturers have increased passenger car fuel economy 108 percent and light truck fuel economy almost 60 percent since the mid-1970s.

And more progress will soon be realized. Since 1993, the Partnership for a New Generation of Vehicles has brought together government agencies and the auto industry to conduct joint research—research that is making significant progress and will bridge the gap to real world applications after 2000.

By enhancing research cooperation, PNGV will help our auto industry develop vehicles that are more easily recyclable, have lower emissions, and can achieve up to triple the fuel efficiency of today's midsize family sedans. All this while producing cars that retain performance, utility, safety and economy.

By next year, Mr. President, technologies developed in the PNGV program will be incorporated into concept vehicles. These vehicles will help the auto industry determine their functional benefits, develop production infrastructure and determine commercial viability.

By 2004 we will have production-feasible prototypes that can be brought to mass production within 3-5 years.

Direct-injection engines, new forms of fuel cells, lithium batteries, new polymers, and many other technological developments are now in the works. They are in the works thanks to a strategy that places cooperation over punitive government mandates.

We have made solid progress, Mr. President. Progress toward making vehicles that achieve greater fuel economy without sacrificing the qualities consumers demand.

And we should remember, Mr. President, that we can remain competitive and retain American jobs only if people will actually buy the vehicles our industry produces.

Cooperation will produce the results we need. New punitive mandates will produce an economic downside none of us want to see.

Again, I will use every legislative means at my disposal as a U.S. Senator to stop bills or amendments to increase CAFE standards. I urge my colleagues to reject this misguided attempt to increase the destructive CAFE requirements.

As the son of a man who worked as a UAW member on the line for about 20 years of his life, and the son-in-law of a man who did it for 39 years in the State of Michigan, my family understands, as do thousands of other families in our State, exactly what happens when people stop buying American-made cars. People in our State and people in other States start to lose their jobs.

We don't want that to happen. We can achieve the twin goals of keeping people at work and producing more fuel-efficient vehicles if we continue the course that has been working. The development, the research, the technology, which the Federal Government has participated in is going to produce the success we want. We can do it without government-imposed mandates of people losing their jobs.

This Senator plans to fight in every way he can to make sure that is the course we follow.

I yield the floor.

TRIBUTE TO GENERAL CHARLES C. KRULAK, USMC

Mr. WARNER. Mr. President, I rise today to pay tribute to a truly distinguished officer, gentleman, and patriot: General Charles C. Krulak, Commandant, United States Marine Corps. I do so, with humility and respect, on

behalf of the six members of the Senate who served in the Marine Corps. Although today marks the end of his remarkable uniformed career, his legacy will live on throughout the Corps' history as a "guide-on" for future marines.

Today also marks the first time in 70 years that a Krulak will not be privileged to be in the ranks of the United States Marine Corps. General Krulak's father, General V.H. "Brute" Krulak, himself a legendary officer, served with distinction in three wars ultimately achieving the rank of Lieutenant General. All three of General "Brute" Krulak's sons graduated from the United States Naval Academy, but it was his son Charles, or Chuck, that followed very closely in his father's footsteps.

Mr. President, during the past four years, I have had the distinct honor and pleasure of working very closely with General Chuck Krulak. I first met General Krulak during an inspection tour in Vietnam where, as a young Captain, he had been wounded and was being evacuated. We later reminisced about that moment, which bonded us together forever, during his first courtesy call to me as the new Commandant of the Marine Corps. Today at the Change of Command, fittingly held on the historic grounds of the 8th and I Marine Corps Barracks, General Krulak, during his final address, recognized Congress, as did his father, that it was the Congress that created the Marine Corps and then saved the Marine Corps when its very existence was threatened by a former President, so many years ago. He then proclaimed that Congress will always preserve the Corps. He is correct!

I believe General Krulak embodies the very core values that reflect the Marine Corps' deepest convictions: Honor, Courage, and Commitment. After 35 years of service, he remains passionate about his Marine Corps and his marines. In a farewell address to the Corps, General Krulak articulated his respect and understanding of the selflessness and pride of the many Marines he had known throughout his life. He spoke of the ethos of the corps and Touchstones of Valor and Values. Mr. President, I submit General Krulak's farewell address to the Corps in the record of the proceedings of the Senate as part of my tribute today.

I urge my colleagues to read his address and think about the young men and women Marines who so honorably serve everyday, everywhere around the world to protect this great nation.

General, as a former Marine myself, I salute you for a job exceedingly well done! You are a true patriot and the world is a better place because of your dedication to and belief in . . . Honor, Courage, and Commitment. Semper Fi.

[From Leatherneck Magazine, June 1999]

A FAREWELL TO THE CORPS (By Gen. Charles C. Krulak)

From my earliest days, I was always awed by the character of the Marine Corps, by the passion and love that inspired the sacrifices of Marines like my father and his friends. As a young boy, I admired the warriors and thinkers who joined our family for a meal or a visit . . . Marines like "Howlin' Mad" Smith, Lemuel C. Shepherd, Gerald C. Thomas, and Keith B. McCutcheon. I wondered about the source of their pride, their selflessness, and their sense of purpose. Now, at the twilight of my career, I understand those Marines. I know that they were driven by love for the institution to which they had dedicated their lives and by the awesome responsibility they felt to the Marines who shared their devotion and sacrifice. Today, that same motivation burns deep within the heart of each of us. The ethos of our Corps, purchased so dearly by these heroes of old, reaches into our souls and challenges us to strive tirelessly for excellence in all that we do. It profoundly influences the actions of every Marine that has ever stood on the yellow footprints at our Recruit Depots or taken the oath as an Officer of Marines.

The ethos of our Corps is that of the warrior. It is defined by two simple qualities . . . our two touchstones. The first is our Touchstone of Valor. When we are summoned to battle, we don our helmets and flak jackets; we march to the sound of the guns; we fight and we win—Guaranteed. The second is our Touchstone of Values. We hold ourselves and our institution to the highest standards . . . to our core values of Honor, Courage, and Commitment. These two Touchstones are inextricably and forever linked. They form the bedrock of our success and, indeed, of our very existence.

Our Touchstone of Valor is the honor roll of our Corps' history. Bladensburg, Bull Run, Cuzco Well, Belleau Wood, Guadalcanal, Tarawa, Iwo Jima, Inchon, the Chosin Reservoir, Hue City, Kuwait . . . the blood and sacrifice of Marines in these battles, and countless others, have been commemorated in gilded script and etched forever on the black granite base of the Marine Corps War Memorial. The names of these places now serve as constant reminders of our sacred responsibility to our Nation and to those whose sacrifices have earned the Marine Corps a place among the most honored of military organizations. The memory of the Marines who fought in these battles lives in us and in the core values of our precious Corps.

To Marines, Honor, Courage, and Commitment are not simply words or a bumper sticker slogan. They reflect our deepest convictions and dramatically shape everything that we do. They are central to our efforts to "Make Marines," men and women of character who can be entrusted to safeguard our Nation and its ideals in the most demanding of environments. We imbue Marines with our core values from their first moments in our Corps because we know that Marines, not weapons, win battles. We also know that success on the battlefield and the support of the citizens whose interests we represent depend on our ability to make moral and ethical decisions under the extreme stress of combat . . . or in the conduct of our daily lives.

As an institution, we have had to fight hard to maintain our standards. To some, they may seem old-fashioned, out-of-step with society, or perhaps even "extremist," but we know that our high standards are the lifeblood of the Corps, so we have held the